

No. 5181 號一十三百一千五第 日三十月三年戌甲治同 HONGKONG, TUESDAY, 28th APRIL, 1874. 二拜禮 號八十二月四英 港香 [PRICE \$24. PER MONTH.]

IOE \$21 PER

Intimations.
CHIARINIS ROYAL ITALIAN CH
THIS (TUESDAY) EVENING, April
GRAND GALA PERFORMANCE
 Under the Distinguished Patronage and
 in the presence of
H.E. SIR A. E. KENNEDY, K.C.M.G.
A SPLENDID PROGRAMME
POPULAR PRICES OF ADMISSION.
 Private Boxes to hold Four, \$10.
 First Class Chairs, \$2.

en at 8 o'clock;

Simones at 9 o'clock. Tickets can be had
 Boxes secured at the Box Office of the
 daily from 10 A.M. to 5 o'clock P.M.

TO-MORROW (WEDNESDAY), April 10,
AFTERNOON MATINEE
 For the accommodation of families and
 dren, and people unable to attend at night.
NOTICE! The Performances in the
 noons are precisely the same as in the evening.

PRICES OF ADMISSION FOR THE MATINEE
 Boxes to hold Four,.....\$8.00
 First Class Chairs.....\$1.00
 Second Class Carpeted Seats......65
 Third Class Seats......35

Doors open at 2 o'clock; Performance
 commence at 3 o'clock.

STRICTLY PRIVATE

NOTICE!—All Bills against S
CHIAIRI'S ROYAL ITALIAN CIRCUS mu
presented for payment to the *Business Manag
the Company*, every MONDAY AFTERNOON
between 2 and 3 o'clock, at the Circus Office

FOR SHANGHAI

THE German Steamer

"SYLVIA"

Johannsen, Master, exposed here from S
pore on or about the 29th instant, will
quick despatch as above.

For Freight or Passage, apply to
WM. PUSHAU & CO

if 643 Hongkong, 28th April, 1874.

FOR SAIGON

"CATHARINA"

will have quick despatch as above.
For Freight, apply to
FREDERICK DEGENADE
at 641 Hongkong, 23th April, 1874.

THE 1 French Barque "**BORNE**"
leaving Saigon about 15th June next,
Montevideo or Buenos Ayres, has room
about 100 tons Light Freight.

Apply to
LANDSTRIN & CO
641 Hongkong, 23th April, 1874.

NOTICE.

THE Managars of the HONGKONG
CHINA BAKERY COMPANY, LIMITED
having been resigned by Messrs MACLEOD
FRICKEL & Co., have been picked in the ho

LANE; CRAWFORD
Hongkong, 11th March

NOTICES TO SHIPMASTERS
COMPAGNIE DE MESSAGERIES
MARITIMES.

NOTICE
CONSIGNEES of Cargo per S. S. IND
 from London, in connection with
 above steamer, are hereby informed that the
 Goods are being landed and stored at their
 in the Company's Godowns, whence delivery
 may be obtained from SATURDAY, the 2
 April, at noon.

OPTIONAL CARGO will be forwarded on,
 less induration is received from the Consign
 before 5 P.M. THIS AFTERNOON, request

being unclaimed after

On the 27th April, 1874, at 5 P.M., will be sub-
ject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND,
Principal Agent.
637, Hongkong, 23rd April, 1874.
S. G. GORDON CASTLE, FROM LONDON
AND SINGAPORE.

THIS Steamer having arrived, Consignees
On cargo are hereby informed that the
Goods are being landed at their risk into
the hold of the Steamer, EDWARD NORBON &
where delivery may be taken.
Consignees wishing to receive their Goods
on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, upon

23rd instant. . .
MIS must be sent in

signed before the 30th instant, after which
all Cargo remaining undelivered will be sub-
ject to rent.
No Claims will be admitted after the Goods
have left the Godown.
Bill of Lading will be countersigned by
JOHN BURD & Co.
Agents.
616 Hongkong, 23rd April, 1874.
RUS-IAN STEAMER RUSSIA, KAP-
MASTER, FROM LONDON, PENANG
AND SINGAPORE.
CONSIGNEES of Goods by the abo-
ve steamer are hereby notified that the Cargo
is being die lugged, landed, and stored, and
their risk laid to the Godowns of Messrs. J.

argo will be forwarded

notice to the contrary is given before 6
TODAY.

Goods remaining in store after the 30th it
will be subject to rent.

Bills of Lading will be countersigned by
Wm. PUSTAU & Co.

at 615 Hongkong, 23rd April, 1874.

S. S. HONGKONG, FROM LONDON,
PENANG, AND SINGAPORE.

CONSIGNEES of Goods by the abo-
ve Steamer are hereby notified that the
goods being landed and stored at their risk
the Godowns of Messrs. J. S. HOOK, SON &
whence delivery may be obtained.

Goods remaining in store after the 27th it

the Consignee before

Notice.
 Bills of Lading will be countersigned by
 S. SIMONSEN & C^o
 74-608 Hongkong, 21st April, 1874.
NOTICE.
S. S. YEN-TAI FROM LONDON A
PORTS OF CALL.
CONSIGNMENTS of Cargo by the abo-
 named Steamer are hereby informed
 their Goods are being landed at their risk
 the Godowns of Messrs. EDWARD NORTON
 Co., whence delivery may be obtained.
 Consignees wishing to receive their Goods
 on the Wharves at their own risk.
 Cargo remaining undelivered after the
 period will be subject to sale.

HIBB, LIVINGSTON

484 Hongkong, 28th March, 1874.

"THE CHRONICLE & DIRECTORY"
FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by

CHROMO-LITHOGRAPH OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PRAK.

also of THE VARIOUS HOUSE FLAG (Designed expressly for this Work)

MAPS OF HONGKONG, JAPAN, and of the COAST OF CHINA; also of the NEW CODE OF CIVIL PROCEDURE IN HONGKONG.

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in 20 Folsios, Complete at 35/- with the Lists of Residents, Port Directories, Maps, &c., at 25/-

Orders for Copies may be sent to the Daily Press Office, or to the following Agents:-

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London.....Messrs. WILSON, NICHOLS & Co.
Lyons.....Messrs. WILSON, NICHOLS & Co.
Manila.....Messrs. WILSON, NICHOLS & Co.
Peking.....Messrs. WILSON, NICHOLS & Co.
Rangoon.....Messrs. WILSON, NICHOLS & Co.
San Francisco.....Messrs. WILSON, NICHOLS & Co.
Shanghai.....Messrs. WILSON, NICHOLS & Co.
Singapore.....Messrs. WILSON, NICHOLS & Co.
Sourabaya.....Messrs. WILSON, NICHOLS & Co.
Tientsin.....Messrs. WILSON, NICHOLS & Co.
Yokohama.....Messrs. WILSON, NICHOLS & Co.

At No. 1, Queen's Road East, on the 27th instant, the wife of Mr. ANDREW MILLAR, of a daughter.

The Daily Press.

HONGKONG, April 28th.—A steamer passed for the better regulation of the loading of passenger carrying vessels, a fitting opportunity presents itself for calling attention to another matter in connection with steamers in these parts which wants reformation. We allude to boilers, and the great necessity which exists here for having them properly inspected. In all ports of the United Kingdom, a regular survey is made by Board of Trade men every six months, but we have nothing of that sort here. It is not at all pleasant to know, but nevertheless it is a fact, that many of the boilers of steamers trading regularly in China waters are working day after day in a most unsafe state, and in one which, were they to enter any harbor, they would either be altogether condemned, or would have their working pressure very much reduced. This is, no doubt, owing in a great measure to the men in charge of them. In China, every engineer has to be his own surveyor, and it is not too much to say that many of them are quite unfit to act in such a capacity, for they so require long experience with machinery and boilers, coupled with a thoroughly scientific education. According to the Merchant Shipping Amendment Act 1862, every steamship which has a master possessing a certificate from the Board of Trade must also have an engineer possessing a certificate of competency from the same authority. But on the coast of China even this guarantee is quietly ignored, for any person, qualified or not, may be appointed engineer of a steamer, and some British vessels have been trading along these shores whose engines have been solely in charge of Chinamen. We do not wish at all to underestimate the abilities of the natives, but we think it may very safely be presumed that those acting in that way know very little indeed about the strength of boilers or the strains upon them, or about lubrication, corrosion, the chemical properties of water, galvanic action, and many other similar subjects with which the engineer of every steamer ought to be conversant. It will thus be at once apparent that Chinese ought not to be placed in a position upon the proper fulfillment of the duties of which so many lives sometimes depend. But independently altogether of the competence of engineers either foreign or native, a surveyor is much needed. Boilers are sometimes put into steamers in such a way that some of their parts to which it is necessary to attend are quite inaccessible, and thus where an engineer might run the risk, a surveyor would be at once condemned, and insist upon sufficient alterations. Or, again, suppose an engineer to be fully aware that his boilers, having deteriorated from hard work or probably from hard usage, are being worked at too high a pressure, sometimes the owners or agents will not allow it to be reduced, as they know the vessel would lose in speed, and thus the risk is run, the engineer continuing to acquiesce rather than throw up his situation, and yet if any accident happened he would probably be the one who would suffer most.

The subject is one of peculiar interest to Insurance Companies, and the appointment of a Government Surveyor would be so much to their advantage, that it is a wonder they

do not take the matter up. In England, those companies who insure boilers, and who issue policies covering all damage that may arise from an explosion, employ competent surveyors to examine periodically all boilers insured by them. The statistics issued by them show that amongst the boilers insured, and consequently surveyed, accidents are very rare indeed; while, mishaps to those uninsured are of much more frequent occurrence. But the point applies more directly to those societies who insure the vessel as a whole. Their surveyors make an examination of the ship generally, but the most vital parts so to speak—the pipes, taps, sea connections, screw shafting and boilers—are never surveyed at all, and many a steamer is insured as a first class risk, where, in reality, the risk is very great. An instance of the very great importance of having some one independent of the vessel to see occasionally to the proper working order of her different parts, was brought out in the recent loss of the *Ville de Havre*. The leading mechanical journal at home—*The Engineer*—in commenting upon the sad catastrophe, believed that the water-tight sluice and other doors in the bulkheads were not in proper working order, or the ship could never have foundered in so short a time. One of the engineers in his evidence on the enquiry stated that he endeavored to shut the most important ones, but could not, the pressure of the water being so great; but all water-tight bulkheads doors are constructed in such a way that if in good working order this could have been impossible. The result, therefore, arrived at is that but for want of proper care in seeing to the continual efficiency of some of these constructions, many more might have been saved. The proper operation of these water-tight bulkhead doors are looked upon as most necessary by the surveyors, who, when making examinations, frequently stand with watch in hand to ascertain accurately what despatch is necessary for their working. Were a collision to take place in these parts, we would not be at all astonished to hear the same tale told by the engineer of the *Ville de Havre*.We have heard it remarked that China is a fine field for engineers who through misadventure or incapacity have had their certificates cancelled at home. No doubt it is, because they can do some out here, and, owing to the security of qualified men, get situations at once. But it is high time that some attention was directed to the subject. We do not want any half measures, the same as it is vital at Singapore. The matter is of vital importance, and a thoroughly competent surveyor ought to be appointed, and the whole matter set upon a satisfactory footing. It was not until some thirty or forty Chinamen went down in the *Wan Lung*, that any notice was taken of the overloading of passenger steamers. Let us hope that it will not require the catastrophe of a boiler explosion to draw the attention of the proper authorities to the necessity of the appointment of a Boiler Surveyor.The troops of the *Euphrates* and *Jinnah*, homeward bound, have passed through the Canal.The *Fora*, with the outward Australian mail, left Galle on the 18th instant.

Cholera has broken out in the suburbs of Calcutta, and great uneasiness is felt, lest it spread to the densely populated heart of the city.

We regret to learn that the *Victoria Nyman* has been wrecked, and that her crew drowned; hopes are entertained of saving the vessel, should fair weather continue.It is stated in the *Times* of India, received yesterday by the mail, that a venerable Mahomedan died at Ahmednagar, on 16th of last month, at the age of 148 years.

We are informed that H.E. the Governor will honour the Chinamen Officers with his presence this evening. An excellent programme is offered, and we make no doubt that the performers will take care to be at their best.

Yesterday, there was one of the largest attendances we have ever seen on the Cricket Ground, where the match between the Europeans and the Chinese was being played.

We hope the public will continue to be so good as to encourage the band, and we trust there will be a continuance of the music every Monday, until the beginning of the departure from this Colony.

News came to hand yesterday, to the effect that the steamer *Macassar*, gotwether to be called *Macassar*, was wrecked on the 25th of March (1874) on the 25th of February. Assistance was rendered to her by two steamers in succession, and when left on the 27th February, the Captain was confident that upon lighting her, she would be able to make good when she would proceed to Sydney without delay.Dr. LIVINGSTONE'S REMAINS.—The *Englishman* of March 24th, contains the following telegram:—

We are indebted to the courtesy of Messrs. Muckian, Muckian & Co., for the following copy of a telegram received last on Sunday night:—

ADEN, 23rd March. Calcutta arrived Sunday noon, with Livingstone's body. The Calcutta is the B.E.N. Co.'s steamer from Zanzibar.

We (the *Englishman*) should very much like to know why Benter has not either confirmed or contradicted this statement—up to date—not a single line has been telegraphed from Calcutta or Aden regarding the arrival at the latter place of Dr. Livingstone's body. A great deal has been written about Benter's young man, but without much avail, as the latest blunder seems to show.The following telegram from the *Times* of India, have not been published here:—

THE BENGAL FLOODS. The British are sending up large quantities of rice for the relief of the famine which is working well. In spite of every effort the prospects of serious famine are very severe, and the Government are looking forward to the possibility of serious famine.

The family expenditure is increasing at Durban. The Government is sending up large quantities of rice for the relief of the famine which is working well. In spite of every effort the prospects of serious famine are very severe, and the Government are looking forward to the possibility of serious famine.

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POLICE INTELLIGENCE.

BEFORE THE HON. C. MAY.

T. WILKINSON, a seaman on board M.S. *Princess Charlotte*, charged two other sailors named Yip-a-mun and Chin-ah-kong, with refusing to return him his share of 10 cents out of 20 cents tendered to them for hire from a public-house to the Military wharf.

It turned out that the first defendant was the brother of another seaman, and considered the 20 cents tendered by him to be for the hire of a public-house for both defendants.

This being settled, the first defendant was told he would not get anything, but he was to take to third defendant his share of 10 cents, and the second defendant was paid his 10 cents, and after a warning as to what other coals might expect if found extorting more than their legal fare, was discharged.

Ng-sing, district watchman No. 15, charged a man named Cheong-hing, with being a suspicious character, having found him sneaking asleep in Ng-sing's room on Sunday night at 11 o'clock.

Cheong-hing was charged with being a suspicious character, having found him sneaking asleep in Ng-sing's room on Sunday night at 11 o'clock.

The defendant, who was late from a theatre, and took a cab, was recognized as having been seen by the district day by a doctor, with stealing his shoes in an open saloon, and some doubt resting on the case, he got the benefit of it. In this case he was called on to find security in \$10, for one month.

Inspector Grimes, stationed at West Point, charged a man named Kok-look, and a woman named Wong, with manufacturing gunpowder at No. 1, East Street, Chin-ah-kong, and having in their possession 50 lbs. of gunpowder.

The Chinese servant who was seen by the first defendant going about with two bags, and he asked him what was in them, and what he was doing with them. The first defendant said he was going to the house of a friend, and he asked him where he lived and from whence he procured the powder. He gave several addresses, and then he went to the house of a friend, and he asked him where he lived and from whence he procured the powder.

Inspector Grimes said there were some peculiar contrivances in the cook house, which he thought were for the manufacture of gunpowder, but he could not find any traces of it.

Mr. May—Inspector Grimes told the Ordinance 1872, only related to other dangerous goods, and not to gunpowder.

First defendant, who was charged with being a suspicious character, having found him sneaking asleep in Ng-sing's room on Sunday night at 11 o'clock.

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First defendant, who was charged with being a suspicious character, having found him sneaking asleep in Ng-sing's room on Sunday night at 11 o'clock.

The defendant, who was late from a theatre, and took a cab, was recognized as having been seen by the district day by a doctor, with stealing his shoes in an open saloon, and some doubt resting on the case, he got the benefit of it. In this case he was called on to find security in \$10, for one month.

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POLICE INTELLIGENCE.

BEFORE THE HON. C. MAY.

T. WILKINSON, a seaman on board M.S. *Princess Charlotte*, charged two other sailors named Yip-a-mun and Chin-ah-kong, with refusing to return him his share of 10 cents out of 20 cents tendered to them for hire from a public-house to the Military wharf.

It turned out that the first defendant was the brother of another seaman, and considered the 20 cents tendered by him to be for the hire of a public-house for both defendants.

This being settled, the first defendant was told he would not get anything, but he was to take to third defendant his share of 10 cents, and the second defendant was paid his 10 cents, and after a warning as to what other coals might expect if found extorting more than their legal fare, was discharged.

Ng-sing, district watchman No. 15, charged a man named Cheong-hing, with being a suspicious character, having found him sneaking asleep in Ng-sing's room on Sunday night at 11 o'clock.

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Inspector Grimes, stationed at West Point, charged a man named Kok-look, and a woman named Wong, with manufacturing gunpowder at No. 1, East Street, Chin-ah-kong, and having in their possession 50 lbs. of gunpowder.

The Chinese servant who was seen by the first defendant going about with two bags, and he asked him what was in them, and what he was doing with them. The first defendant said he was going to the house of a friend, and he asked him where he lived and from whence he procured the powder. He gave several addresses, and then he went to the house of a friend, and he asked him where he lived and from whence he procured the powder.

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